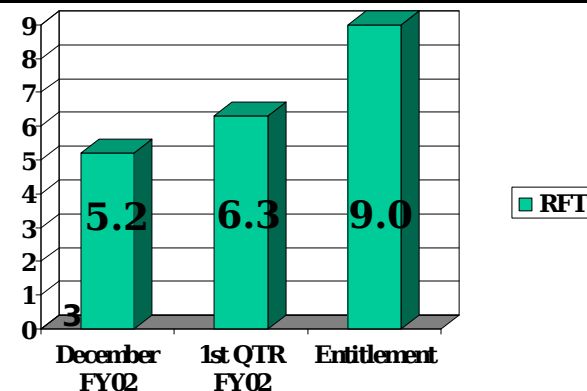




# VAQ-129 Current Status

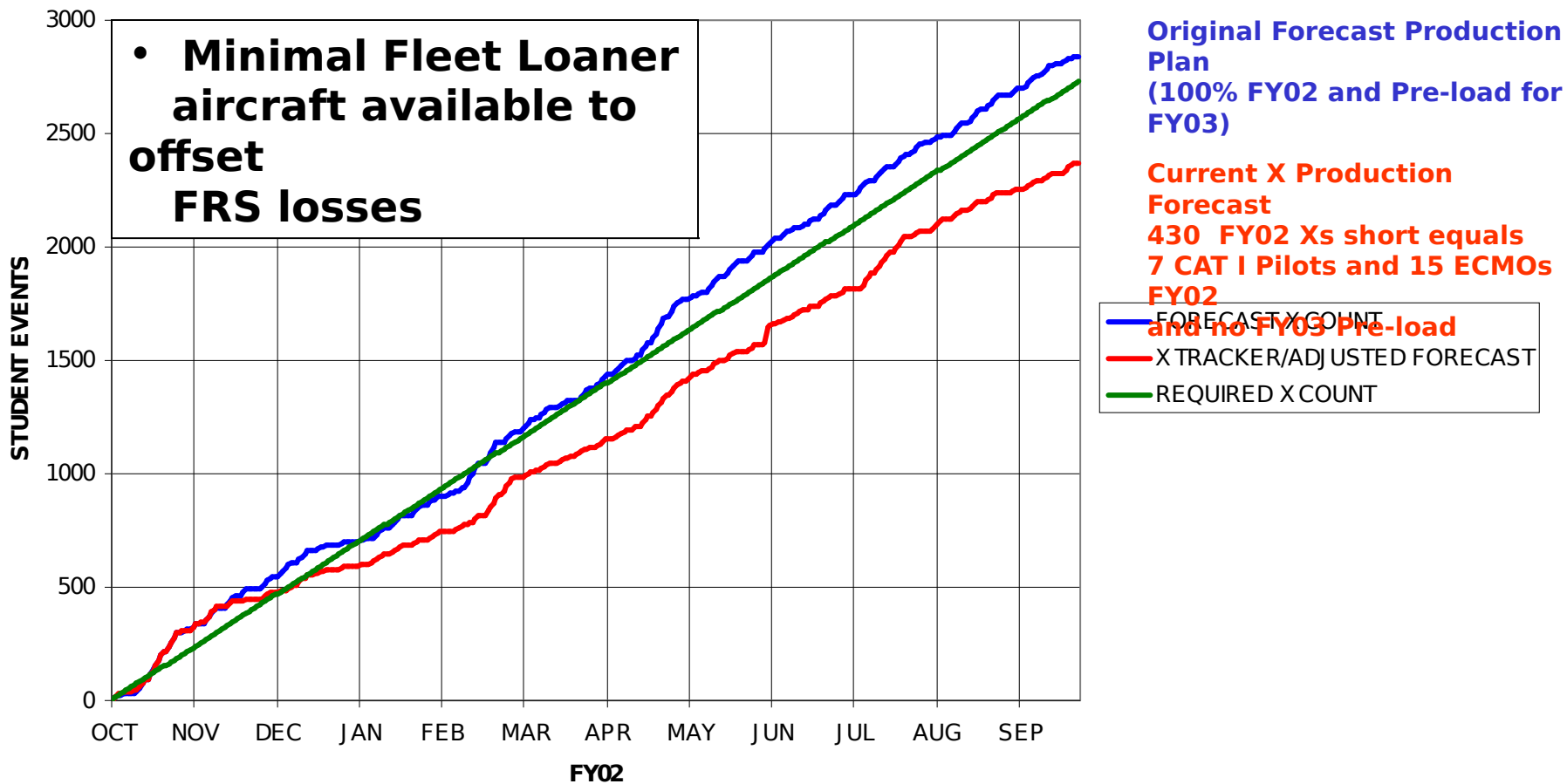
	FY02	FY02	IPP to	FY02	FY02
	FR	IPP	date	Outs	X's
VAQ-129					
PILOT	31	32	8	10	90%
NFO	85	82	24	23	
USMC PILOT			9	9	2
USMC ECMO	16		16	4	5



- FY02 studs on track due to preload of Xs in FY01
- VAQ-129 aircraft PAA is 20 aircraft, **currently 13 on hand**
  - **Loss of mishap aircraft 15 Nov** - BUNO 160787
  - **Loss of 4 aircraft** due to center wing FLE Red Stripe message
    - BUNOs 161120, 159911, 159585, 158040
  - **Loss of 7 engines (4 aircraft)** due to 23 Jan, engine Red Stripe message
  - **Loss of 4 engines (2 aircraft)** due to 28 Jan, engine Red Stripe message
- Will have **7 available aircraft** by 1 Feb after engine cannibalizations complete



# FRS FY02 X Count - 13 Acft and Adding a July El Centro Det





# VAQ-129 Current Status

- After the CWS/motor issues, and with only 13 flyable aircraft the FRS will under produce by approximately 20 %
- Add Sept El Centro det (5 total) = gain 3% (16.5% loss)
- Current proposal:
  - Fair share of aircrew not produced:

<u>Pilots</u>	<u>ECMOs</u>	<u>Pilots</u>	<u>ECMOs</u>	
USMC	2	4	4	0
USAF	1	2	1	2
<u>USN</u>	<u>4</u>	<u>9</u>	<u>0</u>	<u>16</u>
Total	7	15	5	18

(\*1/2 VAQ squadrons currently have 1 extra NFO, 143 has 4 NFO)

Reality



# VAQ-129 Barriers To Production

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- Number of flyable aircraft assigned
  - Lack of RFI engines
- Quantity of simulators
  - Simulator building earthquake structural repairs
  - Working issue with USMC for 6 months of 2F178
- Marine Corps has not factored in student attrition
- Under accessions into TRACOM
- Spare parts
- Not enough manpower
  - EA-6B fleet experienced personnel
  - EA-6B trained personnel



# VAQ-129 Barrier Removal Actions

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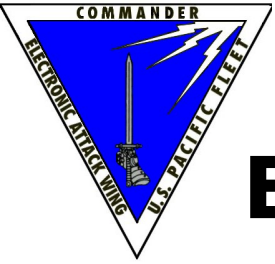
- Increased production of replacement center wings
  - No short term solution, about 3 years
- Resolution of P408A/B 4.5 bearing issue
  - Approximately 6 months to “get well”
- Replacement or upgrade of obsolete parts
  - **Block-89A aircraft upgrades**
  - P408B engines
  - A-6E ANC “rebuilt”
  - Replacement of ASN-130 CAINS w/EGI
- More spare parts
  - Carrying an average of 35 AK0s and AK7s
  - Improved dramatically from 18 mos ago
  - No cannos from the FRS!!



# VAQ-129 Barrier Removal Actions

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- Standardized class size and start dates (NAPPI)
- USMC factoring in attrition in FY02
- FAST Simulator program/building
  - ICAP III simulator and mission rehearsal simulators
- ROC/POE review/reevaluation NAV/MAC update
  - Manpower NEC reutilization
  - Fully fund and man enroute maintenance training



# Existing Substitute Processes

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- Requests being processed:
  - Loaner aircraft from USMC and USNR
  - Reinstigated fleet loaner sorties at NAS Whidbey
- In Use:
  - Hot Pits using fuel trucks at NAS Whidbey Is  
3 cycles/day
  - High tempo detachment Ops (El Centro)
    - Four 2-2.5 week dets/year IAT 8 CQ dets/year
  - Combined FCLP dets with CQ dets
  - Substitute maintenance manning
    - FRS Contract Field & CVWP AIMD Engine teams



# Potential Future Substitute Processes

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## If only 13 A/C assigned:

#1 Discontinue sending USMC pilots to the boat for CQ (135 xs), and discontinue BFMC training flights for all students (60 xs).

- Increase of 5 Pilots / 3 ECMOs

#2 Train CAT IIIs in fleet jets (Fleet Loaner Program).

- Increase of 4 Pilots / 7 ECMOs

#3 Cut CQ Dets from 8 to 7 for FY02

- Increase of 1 Pilot and 1 ECMO





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# Back Up Slides



# Future Substitute Processes

## 13 Aircraft Assigned

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- No NF-12 (ECMO BAM) in FRS jets (Fleet Loaner Program).
  - Increase of 1 Pilot / 2 ECMOs OR 0 Pilot / 5 ECMOs
- No PF-24 (2nd pilot BAM) in FRS jets (Fleet Loaner Program).
  - Increase of 1 Pilot OR 2 ECMOs
- PF-19 conducted in Simulator, or be combined with NF-4.
  - NF-2 would become an AERO/HARM flight, NF-3 would become the degraded NAV flight, and NF-4 would be an Instrument flight with a NATOPS qualified student pilot with an IE in the back seat.
  - Increase of 1 Pilot OR 2 ECMOs



# Future Substitute Processes

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- Add a fifth cycle to the daily flying schedule.
  - Increase of 9 Pilots / 27 ECMOs with 13 Aircraft
  - Would cut into daily req'd 12 hour maintenance period
- Decrease USN squadron manning by one ECMO.
  - Increase of 3 Pilots / 6 ECMOs
- Combine NF-6/NF-7
  - Increase of 1 Pilot / 2 ECMOs
- PF-27 conducted in Simulator, or be combined with NF-4
  - NF-2 would become an AERO/HARM flight, NF-3 would become the degraded NAV flight, and NF-4 would be an Instrument flight with a NATOPS qualified student pilot with an IE in the back seat.
  - Increase of 1 Pilot OR 2 ECMOs